



Forging Ahead
ON THE
NEW YORK STATE
THRUWAY

Fall 1951

STATE OF NEW YORK

THOMAS E. DEWEY, *Governor*

A Publication of

NEW YORK STATE THRUWAY AUTHORITY

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SEYMOUR DURST

EVERY
DURST



To Build the Thruway

THE TASK

A MECHANIZED ARMY is sweeping through the Empire State on a peaceful mission.

ITS TROOPS are the highway builders, carrying orders written on blueprints and maps, and armed with the heavy machinery of road construction. Their objective: to push with all possible speed the building of the great New York State Thruway.

AT 21 LOCATIONS, along 49 miles of the 535-mile route, shovels are biting into the earth and scrapers gouging it clean as the Thruway builders press ahead. Along another 51 miles, other machines are laying the broad Thruway pavement, erecting overpasses, interchanges and bridges.

LIKE A MILITARY CAMPAIGN, the task must be charted and planned before any of the forces see action. Behind the men who take the field are the Thruway planners, strategists in a road building battle.

THE BUILDERS

CONSTRUCTION CREWS are among the most watched people in the world. Whether they are digging holes or driving stakes or pouring concrete, whether they are razing a building or remodeling it, they always have a curious and attentive audience.

SPECTATORS, intent upon the surging activity of construction work, seldom realize the precise and careful planning that must go into any project. Especially is this true of so vast an undertaking as the Thruway.



MAP ➡ ➡

THE OBSERVER sees what meets the eye: surveyors with transit and level; graders, scrapers, shovels, cranes; trucks, earthmovers, mixers, pavers. He watches as mountains of rock crumble under the expert blasting of demolition crews. He sees trees felled, valleys filled, hills cut away. He looks on as men and machines forge the Thruway; and when their work is done he contemplates pleasantly the wide, smooth ribbon of concrete they have left behind.



← Mountains must be moved,
and trees felled ↓



THE PLANNERS

BACK of all the excitement of actual construction are months and sometimes years of unromantic, detailed planning. Thruway standards are exceptionally high, and the problems of design and construction are therefore complex.

LONG BEFORE the surveyors set foot on potential Thruway territory, aerial photographers are flying over the proposed route, taking pictures from which maps are later made. These topographical maps, which show every ground contour, every building, and almost every bush, become the basis for subsequent field explorations.



Aerial photograph showing Thruway construction

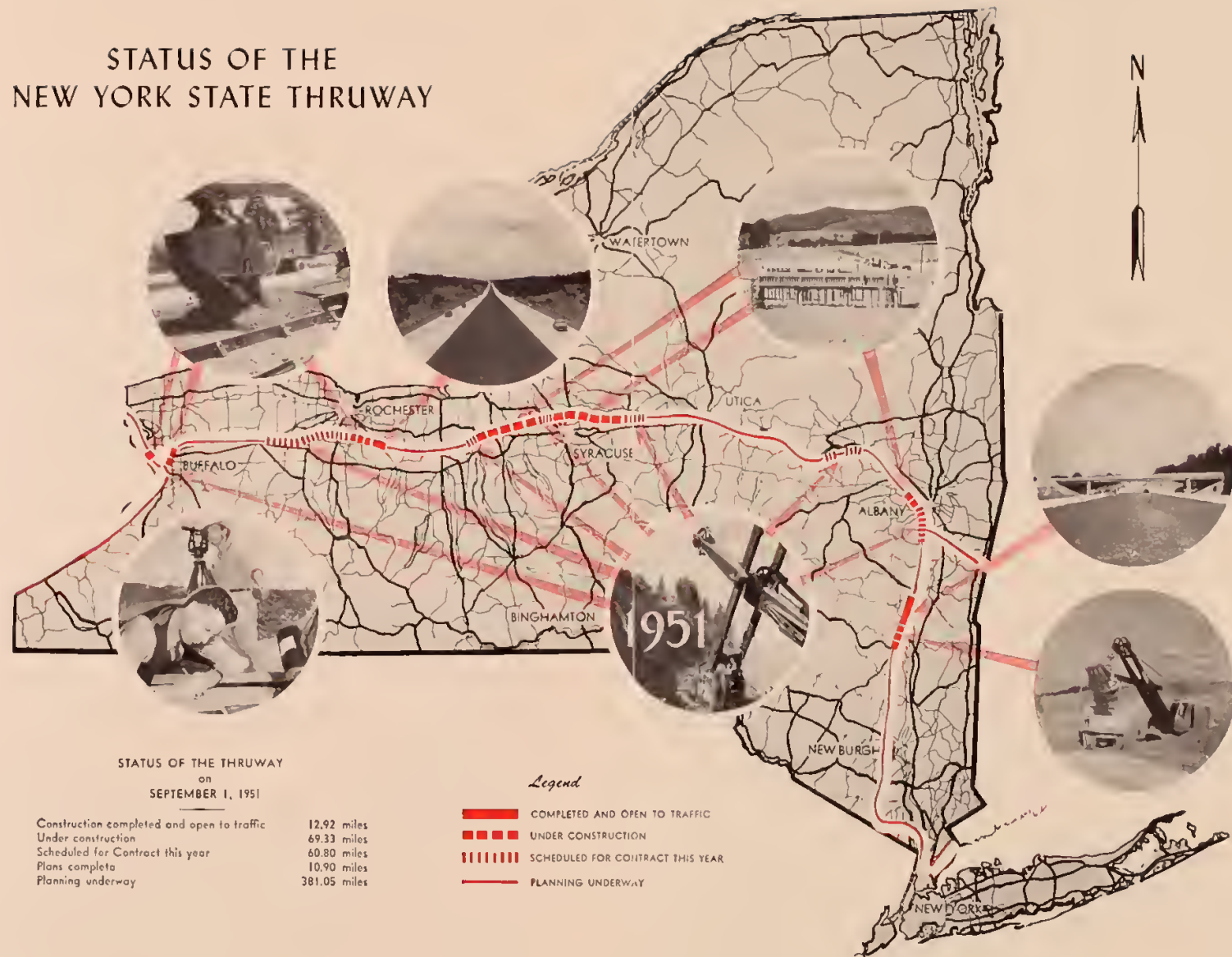


← CONSTRUCTION WORK must await the completion of field surveys and cross sections. Soils must be tested, alignment studied and probable costs analyzed. Bridges and traffic interchanges must be designed, their locations decided. Blueprints must be made, and every plan must be checked and

re-checked for accuracy. Rights-of-way must be secured, and separate contracts let for grading, paving and structures. The building of the world's greatest highway depends on the judgment and skill of many experts.



STATUS OF THE NEW YORK STATE THRUWAY



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THE PRODUCT

THE NEW YORK STATE THRUWAY was conceived in answer to traffic pressures of the present. But it is being designed for those of the future as well. It will become the major traffic artery of the state, reaching from New York City to Niagara Falls and to the borders of Pennsylvania, Massachusetts, Connecticut and New Jersey.

THRUWAY FEATURES INCLUDE

- ✓ Four to six lanes separated by a wide mall
- ✓ No steep hills, no blind curves
- ✓ No crossroads, no stoplights
- ✓ No private driveway entrances

The people of New York State are being provided with the finest, safest highway in the world; and to that end, no detail is spared.

The Thruway will mean safe, swift travel; lower transportation costs; savings up to one-half in travel time; lower costs of motor vehicle operation; lower prices due to reduced trucking costs; and better driving on main roads.



SAVING MONEY is the OBJECT

A HIGHWAY like this costs money.

BUT THE THRUWAY is planned as a self-supporting facility, to be financed by bond issues which will be retired by fees charged Thruway users.

YOUR TAXES will not be increased one penny to build the Thruway. You are, however, urged to consider a proposal that will do much to reduce the size of Thruway fees.



THE MEASURE is a constitutional amendment which goes before the voters in this fall's election. It provides that the State be allowed to guarantee Thruway bonds. If approved, it means that the Thruway Authority will be able to secure much lower interest rates, which in turn will mean lower fees for Thruway use.

**A "YES" VOTE on THE AMENDMENT IS
A VOTE for LOWER THRUWAY COSTS**



THE PROCESS is involved. Each step in Thruway planning is in itself a complex operation; yet none can be omitted and all must be coordinated.

THE JOB requires not only engineers, draftsmen, surveyors, skilled machine operators and unskilled laborers, but clerks and typists and accountants, rights-of-way experts, lawyers and consultants.



THE BIGGEST single task in the whole vast project is the erection of the \$50 million bridge that will span the Hudson between Nyack and Tarrytown. Engineers have been taking test borings far beneath the river, gathering the information they need to proceed with the design of piers and abutments.



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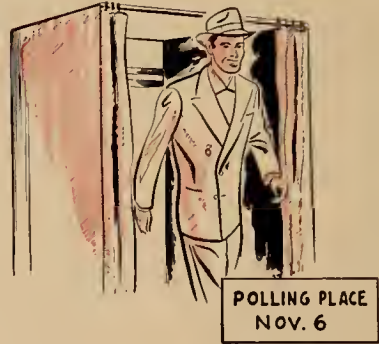
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IT'S UP TO YOU!

HERE'S WHAT YOU WILL VOTE ON AT THE POLLS IN NOVEMBER:

AMENDMENT No. 4

Shall the proposed amendment of article ten of the constitution by adding thereto proposed new section six, in relation to empowering the Legislature by law (a) to make the State liable for the payment of bonds and notes of a public corporation created to construct State thruways, and (b) to authorize the use of State canal lands and properties by such public corporation, be approved?

REMEMBER—A VOTE "YES" IS A VOTE FOR LOWER THRUWAY COSTS



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